

Federal Railroad Administration
Office of Safety - Headquarters
Accident/Incident Investigation Assignments
January - September, 2004

1. January 10, 2004- Union Pacific Railroad (UP), Umatilla, Oregon
A mixed freight train derailed 17 cars, 3 of which derailed into the Columbia River..
2. January 11, 2004- Burlington Northern Santa Fe (BNSF), Hoyte, Texas
A mixed freight train, operating at 47 mph, derailed 36 cars.
3. January 13, 2004- Burlington Northern Santa Fe (BNSF), Decatur, Texas
A coal train, operating at 42 mph, derailed 30 cars.
4. January 20, 2004- Kansas City Southern (KCS), Vicksburg, Mississippi
A road switcher, struck a tractor trailer truck, when the locomotive engineer became incapacitated and the ground crew was not in a position to stop the run away locomotive consist.
5. January 22, 2004- Amtrak (ATK)/Union Pacific (UP), Sacramento, California
A passenger train, backing up to position itself to clear the main line, struck the rear of a stopped UP freight train.
6. January 22, 2004- CSX Transportation (CSX), Charleston, South Carolina
A Yard Switcher collided with the side of a road train carrying military equipment and supplies.
7. January 26, 2004- Union Pacific (UP), Lisco, Nebraska
A coal train, operating at 50 mph, derailed 48 cars.
8. January 30, 2004- Union Pacific (UP), Fort Worth, Texas
A mixed freight train, operating at 5 mph while crossing from one main track to another, derailed 20 cars and blocked a major highway.
9. February 1, 2004- Burlington Northern Santa Fe (BNSF), Ashland, Nebraska
A loaded coal train, operating at 38 mph, derailed 36 cars.
10. February 3, 2004- CSX Transportation (CSX), Henrietta, New York
A freight train, operating at an estimated 50 mph, passed over an out-of-service crossing, striking an automobile and killing it's two occupants.
11. February 7, 2004- CSX Transportation (CSX), North East, Maryland
A freight train, operating at 44 mph, derailed 35 cars, including 11 hazardous material tank cars.

12. February 10, 2004- Norfolk Southern (NS), Columbus, Ohio

While a humping operation was in progress, a hazardous material tank car was struck and lost its load requiring an evacuation of the area.

13. February 21, 2004- Union Pacific (UP), Carrizozo, New Mexico

A freight train, operating at 36 mph, struck the side of a loaded grain train as the grain train was entering the siding to clear the main track. Both crew members of the striking train were killed.

14. February 21, 2004- CSX Transportation (CSX), Lagrange, Georgia

A freight train, operating at 30 mph, derailed 33 cars.

15. February 23, 2004- Norfolk Southern (NS), Pine Knot, Kentucky

A freight train, operating at 50 mph, struck an automobile at a highway grade crossing killing all three occupants.

16. February 29, 2004- Union Pacific (UP), Lewellen, Nebraska

A coal train, operating at 47 mph, derailed 30 cars.

17. March 5, 2004- Burlington Northern Santa Fe (BNSF), Ansley, Nebraska

A coal train, operating at 50 mph, derailed 32 cars.

18. March 9, 2004- Burlington Northern Santa Fe (BNSF), White Earth, North Dakota

A freight train, operating at 60 mph, derailed 31 cars.

19. March 18, 2004- Nebraska Central Railroad (NCRC), Norfolk, Nebraska

A Remote Control Locomotive, thought to be coupled to cars but was not, struck a cut of cars standing on another track when the Remote Control Operator continued to move the locomotive not realizing that it was not coupled to the cars he was observing.

20. March 28, 2004- Union Pacific (UP), Silver Lake, Kansas

A coal train, operating at 60 mph, derailed 38 cars.

21. April 6, 2004- Amtrak (ATK)/Canadian National/Illinois Central (CNIC), Flora, Miss.

An Amtrak train, operating at 79 mph, derailed its locomotive and all 9 of its cars. One passenger was killed.

22. April 19, 2004- Long Island Railroad (LIRR)/Amtrak (ATK), Manhattan, New York

Amtrak equipment, destined to make train number 183, struck the rear of LIRR commuter train number 2099 while it waited to enter Penn Station.

23. April 20, 2004- Burlington Northern Santa Fe (BNSF), Essex, Montana

A unit grain train, operating at 25 mph, derailed 30 cars.

24. April 28, 2004- Burlington Northern Santa Fe (BNSF)/Union Pacific (UP), Hesperia, Calif.
A BNSF freight train, operating at 18 mph, struck the side of a UP freight train operating at 8 mph, resulting in derailed cars and closed highways.

25. May 3, 2004- Union Pacific (UP), San Antonio, Texas
A westbound freight train, operating at 40 mph, struck the side of the last car of an eastbound freight train as the eastbound train was crossing over from one main track to another.

26. May 7, 2004- Union Pacific (UP), North Dexter, Missouri
A northward freight train, operating at an estimated 16 mph, struck the rear of a standing northward inter-modal train.

27. May 8, 2004- Union Pacific (UP), Williamsville, Missouri
A freight train, operating at 40 mph, derailed 36 cars.

28. May 14, 2004- Norfolk Southern (NS), Surgoinsville, Tennessee
An eastward loaded coal train, operating at an estimated 40 mph, struck the rear of a standing eastward freight train.

29. May 17, 2004- CSX Transportation (CSX), Suttersville, Pennsylvania
A freight train, operating at 25 mph, derailed 26 cars.

30. May 19, 2004- Burlington Northern Santa Fe (BNSF), Gunter, Texas
A southward freight train, operating at an estimated 40 mph, collided, head-on, with a northward freight train. One employee was killed and four were injured.

31. May 24, 2004- Union Pacific (UP), Gurdon, Arkansas
A northward freight train, operating at an estimated 30 mph, struck the rear of a standing northward inter-modal train.

32. May 27, 2004- Norfolk Southern (NS), Front Royal, Virginia
A westward inter-modal train, operating at an estimated 19 mph, struck the rear of a standing westward freight train.

33. June 7, 2004- Kansas City Southern (KCS), Morton, Mississippi
A westward freight train, operating at an estimated 24 mph, failed to stop and struck the side of an eastward freight train.

34. June 8, 2004- Burlington Northern Santa Fe (BNSF), Adamana, Arizona
A northward freight train, operating at an estimated 5 mph, struck its own train while setting out a cut of cars at a siding. The conductor was seriously injured.

35. June 19, 2004- Union Pacific (UP), Bloom, Utah

An eastward freight train, operating at an estimated 7 mph, struck the side of a westward freight train as it was entering the siding.

36. June 20, 2004- Missouri and Northern Arkansas Railroad (MNA), Adrian, Missouri

A northward MNA freight train, operating at an estimated 38 mph, was struck by a cut of four cars that had rolled out of an industry track and onto the main track.

37. June 20, 2004- Montana Rail Link (MRL), Laurel, Montana

A remote control locomotive was involved in a switching operation that involved shoving a cut of cars. The movement, operating at an estimated speed of 5 mph, struck the side of a standing train that was waiting at the opposite end of the yard.

38. June 21, 2004- Union Pacific (UP), Warm Springs, California

A remote control locomotive was involved in a switching operation that involved shoving a cut of cars. The movement, operating at an estimated speed of 11 mph, involved some cars with air and some without. An emergency application of the air brake system took place, the cars separated, and the free rolling block struck the side of a standing train.

39. June 24, 2004- Union Pacific (UP), Grand Junction, Colorado

A loaded coal train, operating at 29 mph, derailed 27 cars.

40. June 25, 2004- Norfolk Southern (NS), Chalmette, Louisiana

A southward freight train, operating at an estimated 23 mph, struck a gasoline tank truck at a highway-rail grade crossing. The truck exploded and burned killing two crew-members and the truck driver.

41. June 27, 2004- CSX Transportation (CSX), Saugerties, New York

A northward freight train, operating into a siding at an estimated 11 mph, struck the rear of a standing northward freight train that was waiting for an opposing train to arrive.

42. June 28, 2004- Union Pacific (UP)/Burlington Northern Santa Fe (BNSF), MacDona, Texas

A westward UP freight train, operating at an estimated 45 mph, failed to stop and struck the side of an eastward BNSF freight train while it was entering the siding. A chlorine leak ensued, an evacuation was ordered, the UP conductor and two citizens were found dead at the scene.

43. June 30, 2004- Burlington Northern Santa Fe (BNSF), Overbrook, Oklahoma

A freight train, operating at 52 mph, derailed 27 cars. A load of steel beams shifted and one fell to the ground puncturing a tank car. The subsequent explosion and fire necessitated an evacuation.

44. June 30, 2004- Canadian Pacific (CP), Lowry, Minnesota

A freight train, operating at 30 mph, derailed 25 cars. The derailment necessitated an evacuation.

45. July 9, 2004- Canadian National Illinois Central (CNIC), Benton, Illinois

A loaded coal train, operating at 22 mph, derailed 13 cars as it traversed a railroad viaduct spanning interstate route 57. Several railroad cars landed on the highway closing it and causing highway delays.

46. July 9, 2004- Union Pacific (UP), Pine Bluff, Arkansas

A northward remote control locomotive was pulling cars out of a track at 5 mph. The two person crew was not in a position to see the leading end of the move and it subsequently passed a stop signal, entered the main track, and struck the side of a passing train.

47. July 17, 2004- Burlington Northern Santa Fe (BNSF), Wichita, Kansas

A loaded grain train, operating at 25 mph, derailed 20 cars.

48. July 22, 2004- CSX Transportation (CSX), Lincolnton, North Carolina

A southward freight train, operating at an estimated 37 mph, struck a Hi-Rail vehicle head-on.

49. July 24, 2004- Florida East Coast (FEC), Stuart, Florida

A freight train, operating at 25 mph, derailed 30 cars.

50. July 29, 2004- CSX Transportation (CSX), Laurens, South Carolina

A southward freight train, operating at 35 mph, entered a hand operated switch that had been lined from the main track to the engine track, and struck a “helper” engine that was standing in the track awaiting additional locomotives. Three crew members were injured.

51. August 2, 2004- Norfolk Southern (NS), Payne, Ohio

A freight train, operating at 42 mph, derailed 29 cars. There was a short, precautionary evacuation ordered.

52. August 5, 2004- Union Pacific (UP), Carleton, Nebraska

An eastward loaded coal train operating at 60 mph, derailed 45 cars. The cars derailed into the side of a passing coal train derailing three locomotives and 17 cars of that train.

53. August 14, 2004- Union Pacific (UP), North Lake, Illinois

A remote control locomotive (RCL) was shoving 56 cars in a yard, when the operator went to stop the movement. The locomotive stopped but the cars didn't. The free rolling cars struck the side of another RCL job derailing 5 of its cars. Some of the five derailed cars struck the side of a standing Canadian National train.

54. August 18, 2004- CSX Transportation (CSX), Davenport, Florida

A freight train, operating at an estimated 30 mph, passed over a highway rail crossing, equipped with flashers and lights that did not operate, striking a truck with seven occupants. None of the occupants suffered life threatening injuries.

55. August 19, 2004- CSX Transportation (CSX), Mobile, Alabama

A coal train, operating at 23 mph, derailed 30 cars. The derailment occurred as the train was crossing a ballast deck bridge and some of the cars fell into the Sera Water Bayou.

56. August 30, 2004- CSX Transportation (CSX), Climax, Georgia

A freight train, operating at an estimated 40 mph, struck a tractor trailer truck being used by a driver training school. Passive warning devices were in effect at the crossing and all four occupants of the truck were killed. The two person train crew was taken to the hospital.

57. September 4, 2004- CSX Transportation (CSX), Ilion, New York

A freight train, operating at 50 mph, derailed 37 cars.

58. September 5, 2004- Kansas City Southern (KCS), Bolton, Mississippi

A freight train, operating at 35 mph, derailed 21 cars.

59. September 7, 2004- CSX Transportation (CSX), Aberdeen, North Carolina

At an opened switch, a freight train, operating at 29 mph, derailed 5 locomotives and 17 cars.

60. September 17, 2004- Union Pacific (UP), Calipatria, California

At an opened switch, an eastward freight train, operating at an estimated 35 mph, struck the rear of a standing eastward freight train. As a result, there was a short, precautionary evacuation ordered.

61. September 21, 2004- Alton and Southern Railroad (ALS), East St. Louis, Illinois

A hump switching job had 2 hazard material tank cars stall part way over the hump. The locomotive and remaining cars attempted to reach over and couple to them; however, the effort failed and while operating at 20 mph, the locomotive and remaining cars struck, derailed, and damaged both cars, resulting in an evacuation.

62. September 23, 2004- Canadian National (CN)/Union Pacific (UP), Chicago, Illinois

An eastward CN freight train, operating at 30 mph, struck the side of the lead locomotive of a standing UP freight train. The UP train was in the process of putting its train away and the lead locomotive pulled to a point that fouled the main track at the switch providing access to the yard.

63. September 24, 2004- Norfolk Southern (NS), Pacolet, North Carolina

A freight train, operating at 40 mph, derailed 3 locomotives and 20 cars.

64. September 27, 2004- Burlington Northern Santa Fe (BNSF), Naysmith, Nebraska

A loaded grain train, operating at 25 mph, derailed 42 cars.

65. September 29, 2004- Union Pacific (UP)/Texas Mexican Rwy (TexMex), Thompson, Texas

A southward UP train operating at 21 mph, struck the leading end of a standing, unattended TexMex train that had been left on the siding. The hand throw switch providing access to the siding was lined for the siding at the time of the collision.